

1 than the Prime Minister of Australia is prepared to endorse
2 BHP Billiton as an outstanding corporate citizen within the
3 Australian business environment, and reaching out
4 internationally.

5 Throughout the world we are seeing very
6 significant increases in LNG sales. In Asia/Pacific, LNG
7 imports are projected to reach something like 119 million
8 tons by 2010, and increase after that.

9 Australia has signed contracts with Japan, Korea,
10 and recently with China, at a contract price of 25 billion
11 U.S. dollars, indicating a reliable source for the
12 Asia/Pacific region.

13 Thank you.

14 MODERATOR MICHAELSON: Thank you very much. I
15 hope you don't mind, I gave him a few extra seconds since he
16 came all the way from Australia.

17 (Laughter.)

18 MR. HOWARD: Good evening. My name is Randy
19 Howard, I'm an Executive Assistant to the General Manager of
20 the Los Angeles Department of Water and Power, and also a
21 resident of Santa Clarita, so I'm glad to be here this
22 evening.

23 The Los Angeles Department of Water and Power has
24 a strong interest in the development of additional natural
25 gas supplies that can deliver natural gas into Southern

| |
|--------------------|
| COMMENTS T004-5 |
|--------------------|

1 California. And especially being the single largest user of
2 natural gas in Southern California for electric generation,
3 we currently serve about 1.4 million customers, about 10
4 percent of the State's population.

5 Natural gas is key to our future of clean fuel and
6 clean emissions, as well as our strategy for greater use of
7 renewable energy.

8 We know we can't get to the goals of our renewable
9 energy without natural gas to back up when the wind's not
10 blowing and the sun isn't shining.

11 Last week, while most people were resting and
12 enjoying the holiday, the SONGS Nuclear Power Unit II went
13 down, unexpected outage. Unit III was already down for an
14 expected outage. This situation caused a circumstance
15 where, while most people didn't realize it, the electric
16 generators were told that they might have to curtail the
17 natural gas usage and actually shut down, and we were going
18 through a cold spell, as well.

19 In a letter from San Diego Gas and Electric to the
20 CPUC Commission, this last week, it was identified that we
21 came very close to a need for some additional rolling
22 blackouts on the electric system because we did not have
23 sufficient natural gas to meet the obligations for the
24 electric generation that was required, due to this
25 unexpected outage.

T004-5.1
Thank you for the information.

T004-5.1

1 That is how close the situation is in California,
2 currently, on both electric supply and gas supply, and the
3 needs of additional gas coming into California are critical
4 to our future.

5 LADWP has not taken a support position
6 specifically to Cabrillo Port, or any of the other LNG
7 facilities coming into, hopefully, the West Coast, but we
8 are supportive of the development of LNG and believe it is
9 something that is necessary to meet our energy future in the
10 State of California.

11 Thank you.

12 MODERATOR MICHAELSON: Thank you.

13 The next five speakers are Tony Tartaglia, Mike
14 Blakeslee, John Coelho, and Douglas VanLeuven, and Jim
15 WoolWay.

16 MR. TARTAGLIA: Good evening and thank you. I'm
17 Tony Tartaglia, District Manager for Southern California Gas
18 Company.

| |
|---------------------|
| COMMENTER T004-6 |
|---------------------|

19 First, we have no position on the Cabrillo Port
20 LNG facility. Rather, we believe it's up to local
21 communities and the appropriate regulatory agencies to
22 decide if and where LNG facilities should be sited, and what
23 mitigation measures will be required to approve the
24 facilities.

25 However, gas from this, and any other site built

1 in Southern California, will feed into the Gas Company's
2 natural gas pipeline system.

3 I'm here, speaking to you this evening, to respond
4 to some questions that have arisen on two issues; the need
5 for natural gas supplies and the safety of our pipeline
6 system.

7 First, let me address the need for additional
8 supplies. Many of us in Southern California rely on natural
9 gas. In fact, the percentage of homes, business, and
10 electrical power plants fueled by natural gas is greater in
11 Southern California than anywhere else in the nation.

12 The Gas Company delivered nearly one trillion
13 cubic feet of natural gas annually, and that's about 4 to 5
14 percent of the natural gas delivered to the United States.

15 Unfortunately, over the last five years the cost
16 of natural gas has been increasing. At the same rate,
17 production has not kept up with demand. These are natural
18 trends and they're expected to continue.

19 Energy Secretary, Spencer Abraham, has projected a
20 40 percent increase in natural gas demand over the next 20
21 years. The Gas Company believes more supplies, sources are
22 needed.

23 Our customers will reap the benefits of lower
24 prices and a grace for liability.

25 We also believe that customers' efforts to reduce

T004-6.1

T004-6.1

Thank you for the information. Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission. Section 4.2.8 contains information on potential public safety impacts from natural gas pipelines and mitigation measures to address such impacts. Appendix C3-C contains information on design and safety standards applicable to natural gas pipelines.

T004-6.1
(cont'd)

1 demand and conserve energy continue to be very important.
2 By reducing demand, we reduce the need for additional supply
3 sources. The Gas Company's committed to demand reduction
4 and energy efficiency programs, but we don't believe it will
5 be enough.

6 We favor additional diverse supplies, such as the
7 potential Rocky Mountain supplies, but LNG, liquified
8 natural gas, is another potential source.

9 A study by Cambridge Energy Resource Associates, a
10 leading international consulting firm that specializes in
11 energy needs, estimates that the total saving in gas costs
12 from bringing LNG into the West Coast will be at least
13 several hundred million dollars a year, and could be as high
14 as a billion dollars a year.

15 That's a lot of money, in our region, that could
16 be spent on other things than higher gas costs. I think
17 that addresses the natural gas supply needs.

18 The other issue that has arisen is pipeline
19 safety. First, let me indicate, safety is our number one
20 priority at the Gas Company, and we devote a lot of time and
21 effort to ensure that we deliver safe and reliable service
22 to you.

23 However, here are some of the ways that we do it,
24 and we do realize there are potentials out there and we want
25 to make sure any potentials are taken care of.

1 First, all our new facilities are designed and
2 constructed with practices, including conservative design
3 factors, rigid inspections, and testing prior to being
4 brought into service.

5 For existing pipelines, we regularly conduct leak
6 surveys and patrol to identify potential leaks and problems.

7 Cathodic protection, a system designed to prevent
8 steel pipes from deteriorating, has been installed on all of
9 our transmission facilities.

10 In addition, whenever we work on our line, we look
11 for potential problems and analyze samples of the pipe. We
12 also periodically analyze any liquids that routinely enter
13 the pipelines.

14 And with that, thank you very much, I appreciate
15 it, and for your time.

16 MODERATOR MICHAELSON: Thank you.

17 Mike Blakeslee.

18 MR. TARTAGLIA: I'm going to leave a copy of my
19 statement.

20 MODERATOR MICHAELSON: Thank you very much.

21 MR. TARTAGLIA: Thank you.

22 MODERATOR MICHAELSON: Mike Blakeslee?

23 MR. BLAKESLEE: My name's Mike Blakeslee, I'm here
24 as a citizen.

25 With the understanding that the natural gas

T004-6.1
(cont'd)

COMMENTER
T004-7

1 reserves in North America are diminishing, it is imperative
2 that the importation of liquified natural gas into the
3 western regions of the United States becomes a reality.

4 Although LNG is not the final answer to America's
5 energy needs, it is abundant worldwide, with new reserves
6 being discovered on a regular basis.

7 As it is significantly cheaper than diesel fuel,
8 LNG will serve to offset the rising costs of both crude oil
9 and domestic natural gas.

10 Importing LNG and incorporating it into our energy
11 infrastructure will ultimately help the economy. That
12 natural gas emits only 5 percent of the emissions produced
13 by diesel fuel, it's greater use will serve to help the
14 environment in regard to air quality.

15 Having served aboard an LNG tanker, as a marine
16 engineer, for more than 20 years, I am very familiar with
17 the operations required to maintain LNG in a controllable,
18 benign state. Because of this background, I can attest,
19 with the utmost confidence, that the importation of LNG can
20 be done safely.

21 However, it is a technically complex venture and
22 to do it safely, efficiently, and in a manner friendly to
23 the environment, the expertise required must never be
24 overlooked or trivialized for the sake of corporate profit,
25 personal gain, or any other reason.

1 By referencing the hard lessons learned, the hard
2 lessons of history, we will avoid repeating the insidious
3 thinking which enabled the incidents involving Three Mile
4 Island, the Exxon Valdez, and even the Enron gouging of
5 California.

6 In regard to safety and security, importing LNG by
7 means of an offshore storage and regasification terminal is
8 the first step in realizing the optimum solution.

9 The second, and just as important element for this
10 endeavor, would be to incorporate the pool of American
11 Merchant Marine officers and crew who have acquired, during
12 the past three decades, the skills and expertise absolutely
13 vital in any LNG venture.

14 Starting in the late 1970s, the Merchant Marine
15 officers, belonging to the Marine Engineers Beneficial
16 Association, pioneered the large scale transportation of
17 LNG, carrying over 3,000 shiploads from Indonesia to Japan.
18 These highly skilled mariners racked up 7 million man hours
19 of onboard experience, while posting an impeccable safety
20 record.

21 It must never be overlooked that because of the
22 intricate nature of the LNG trade, a three- to five-year
23 learning curve is inherently mandatory for any workforce
24 hoping to become proficient in the regard to conducting a
25 safe and efficient operation.

T004-7.1
Thank you for the information.

T004-7.1

1 The MEBA mastered this crucial period of
2 indoctrination more than 20 years ago.

3 Time?

4 MODERATOR MICHAELSON: You've got 45 more seconds.

5 MR. BLAKESLEE: I'll speed it up.

6 Documentation issued by the United States Coast
7 Guard will serve to validate not only the tenure, expertise,
8 and required training associated with the shipboard handling
9 and transporting of LNG, but also the actual, individual
10 identity of these mariners, an issue which has become
11 exceedingly significant subsequent to 911.

12 That this documentation comes under the scrutiny
13 of Homeland Security will further serve to authenticate the
14 identity of those individuals who will be crewing those
15 vessels discharging LNG at this offshore facility.

16 Conversely, it should be understood that a number
17 of nations, presently engaged in the maritime trade, issue
18 mariner documentation which often can be procured for the
19 right price. This raises genuine concerns not only over the
20 validity of crew identification, but their qualification to
21 handle LNG also comes into question.

22 MODERATOR MICHAELSON: Thank you.

23 I'll just remind people, particularly those of you
24 who have prepared statements, that if you'll hand those in,
25 written comments are given exactly the same consideration as

T004-7.2

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of
American crews and U.S.-flagged vessels.

T004-7.2

1 oral comments, so all of your thoughts and perspectives will
2 be captured one way or another.

3 Our next speaker is John Coelho.

4 MR. COELHO: Good evening. My name is John
5 Coelho, and I'm an officer in the American Merchant Marine,
6 and I'm a member of the MEBA, which stands for the Marine
7 Engineers Beneficial Association.

8 I served on many types of merchant vessels, but
9 mostly on LNG tankers. I have over 22 years of experience
10 on LNG tankers.

11 The arguments about the security and safety of LNG
12 transportation is very familiar to me, but 9/11 has added an
13 additional argument, and that is the security of the vessels
14 coming into U.S. ports, and to the facility that's being
15 built here, in California, and who crews these vessels.

16 The responsibility of crewing, particularly the
17 officers, on an LNG tanker is awesome. The recognition that
18 any mistake or error could result in death to yourself, to
19 your shipmates, or an environmental disaster of epic
20 proportions is quite a sobering experience. I know, I've
21 had that responsibility for many years.

22 I feel the best way to ensure the safety and
23 security of any LNG terminal is to make sure that the
24 tankers arriving are crewed by American citizens and the
25 ships are flying the American flag. Right now, there's not

COMMENTS
T004-8

T004-8.1

T004-8.1

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of
American crews and U.S.-flagged vessels.

1 a single U.S. flag LNG tanker.

2 Ships coming into our terminals are registered all
3 over the world, mostly in flags of convenience. I don't
4 know if you're familiar with that, but those are basically
5 shell flags, they could be a P.O. box, or even a building,
6 they're not legitimate shipping nations. They have no
7 proper licensing requirements, or inspections, or rules
8 covering the officers and crew.

9 The Liberian and Panamanian flags are prominent in
10 the LNG sector. These ships should not be coming into our
11 ports. These nations should not be responsible for what
12 happens in the waters off California.

13 The United States and United States ships, with
14 crews certified, qualified, and identified by the United
15 States Coast Guard should be responsible.

16 Continuing to allow these vessels to operate in
17 the LNG trade, with a wink and a nod, makes us less safe and
18 secure. We have the expertise, American mariners have been
19 carrying LNG for over 20 years. There is a learning curve
20 which we've passed, and these are the people who should be
21 operating these vessels that come into this facility that is
22 under consideration.

23 I speak to you as an experienced LNG officer, and
24 I welcome the terminal. LNG is a clean and environmentally
25 friendly product. I also speak to you as a Californian,

T004-8.1
(cont'd)

1 concerned about my safety and the safety of my fellow
2 Californians. I hope the Coast Guard will listen closely.

3 Thank you.

4 MODERATOR MICHAELSON: Thank you.

5 I'm going to read ahead several more speakers so
6 you're ready to come up to this front row here, marked
7 reserved seating.

8 After Douglas VanLeuven, we'll have Jim WoolWay,
9 Al Camelio, Rick Winsman, Carolyn, it looks like Casavan,
10 and George Minter.

11 Mr. VanLeuven.

12 MR. VAN LEUVEN: Yeah, my name is Doug VanLeuven,
13 I'm a Chief Engineer, United States Coast Guard certified
14 cargo engineer for LNG operations.

| |
|---------------------|
| COMMENTER T004-9 |
|---------------------|

15 I want to address an issue that seems to be rarely
16 considered in projects, like BHP Billiton's Cabrillo Port
17 LNG Terminal. That issue is the background and
18 qualifications of the officers and crew of the giant tankers
19 that will be coming into U.S. waters to deliver the LNG to
20 the Cabrillo Port Terminal.

21 It is a well-established fact that there are
22 numerous accidents every year, involving commercial cargo
23 ships, and that most of these accidents are blamed on human
24 element. That is to say that some failure on the part of
25 the officers or crew is responsible for the accidents.

1 This is well known to the U.S. Coast Guard, to
2 other marine safety agencies around the world, and to
3 shipping professionals at large companies, like BHP
4 Billiton.

5 It is also well known to people like me, an
6 engineer who made his living working aboard LNG ships.

7 Since these facts are well known to government
8 agencies and to shipping companies, it makes sense that
9 precautions be taken now to ensure that the risks of an
10 accident at Cabrillo Port are minimized at the very
11 beginning.

12 Based on my own experience with LNG tankers, I
13 would say that such precautions should include the use of
14 experienced LNG professionals on all the ships, and that
15 these professionals be U.S. Citizens, licensed and certified
16 by the U.S. Coast Guard.

17 Through the exclusive use of U.S. citizen officers
18 and crew, the Coast Guard can ensure that all seafarers are
19 fully qualified and fully accountable to the U.S. safety and
20 security agencies.

21 In the absence of such a requirement, the shipping
22 companies are free to hire the least expensive foreign labor
23 available, without regard to prior LNG experience or
24 accountability to our government.

25 And make no mistake, there are many, many shipping

T004-9.1

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of
American crews and U.S.-flagged vessels.

T004-9.1

1 companies out there that are willing to cut corners on
2 safety and environmental protection through the use of low-
3 paid foreign officers and crew.

4 My experience has taught me that LNG can be
5 shipped safely, but my experience has also taught me that
6 shipping companies are subject to strong economic pressures
7 to save money. We should not blindly accept the assurances
8 of any company that the ships will be operated safely.

9 The people of California deserve an ironclad
10 guarantee, at the beginning, that BHP Billiton will employ
11 only experienced LNG professionals, who are American
12 citizens, on the LNG tankers that we'll be bringing into our
13 waters.

14 That concludes my statement, thank you.

15 MODERATOR MICHAELSON: Thank you.

16 Jim WoolWay.

17 MR. WOOLWAY: I'm Jim WoolWay, I'm a retired Naval
18 officer and retired Merchant Marine officer. I spent 26
19 years in the Navy and was a line officer aboard and
20 commanded destroyers, and the like.

21 I then went into the Merchant Marines and spent 16
22 years there, and I worked for one company, and one ship,
23 actually. I went aboard there in 1978 and I have sailed
24 with them for 16 years.

25 And I'm probably repeating a lot of what was said

| |
|----------------------|
| COMMENTER T004-10 |
|----------------------|

1 before me, because I've sailed with some of these gentlemen
2 right here, when I was with Energy Transportation
3 Corporation, and we handled a lot of LNG. But the big thing
4 I guess I'd want to assure people, who are a little uneasy
5 about it, I mean, I went out there for 16 years. Every year
6 that ship that I was aboard, we delivered around 20 to 24
7 cargos, 55,000 tons of LNG per delivery, and we did that
8 flawlessly. Not only just delivering it, but we loaded it
9 safely, we carried it safely through the same four straits,
10 which are as cluttered as you have off the coast of Ventura
11 County.

12 We took the 7,000 mile trip from Arune, in
13 Somatra, up to the four discharge ports in Japan. And the
14 big thing I emphasized is safety. And I'll echo, again,
15 trading.

16 My first eight months, really, with the Energy
17 Transportation people, who ran this operation for us out in
18 Japan, these were U.S. flag ships delivering LNG to Japan,
19 and that I spent that first eight months, you might say, in
20 training. Six to eight weeks at school, learning about not
21 just LNG, but also about the ships that carried it, so we
22 were knowledgeable about it theoretically, and then I had
23 eight months of training onboard, before I took over the job
24 as cargo officer, and I did that for the next 15 years.

25 I can say it's safe, it's reliable, but you have

1 to have people who know what they're doing.

2 So I really can't address how things are with the
3 pipeline in Santa Clarita, but I know as from the high water
4 mark out that it's a safe operation, as long as you have
5 well trained -- frankly, I want to say I'm a union man, I
6 want to have American union men on those ships, bringing it
7 into this port.

8 Thanks.

9 MODERATOR MICHAELSON: Thank you.

10 Al Camelio.

11 MR. CAMELIO: My name is Al Camelio, and I'm an
12 elected official in the Marine Engineers Beneficial
13 Association, the MEBA.

14 The MEBA represents thousands of U.S. citizen
15 marine engineers and officers onboard the vessels of the
16 United States Merchant Marine. We are a national
17 organization with two union halls in California, one in San
18 Francisco and one in San Pedro, where I'm based.

19 Our organization was founded in 1875 and we have
20 worked tirelessly to improve the safety and efficiency of
21 U.S. flagships and of foreign ships that have visited U.S.
22 ports ever since.

23 A large number of our members live in California
24 and we have been active in the State for many years. So not
25 only does the construction of LNG terminals affect us, as

T004-10.1

T004-10.1

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of American crews and U.S.-flagged vessels.

COMMENTS
T004-11

1 professional mariners, the presence of new terminals here,
2 in California, affects our members very directly. This is
3 our backyard, as well.

4 MEBA President, Ron Davis, has spoken forcefully
5 on the issue of LNG terminal safety, most recently in
6 testimony to the U.S. House of Representatives Committee on
7 Government Reform.

8 His June 22nd testimony to the Subcommittee on
9 Energy Policy, Natural Resources, and Regulatory Affairs
10 made a powerful argument in favor of increased safety and
11 security of LNG terminals through the employment of American
12 Merchant Mariners in key positions along the LNG chain.

13 President Davis, and other elected officials of
14 the MEBA are proud that our organization was an important
15 part of the early development of largescale transport of LNG
16 by ocean-going tankers.

17 Beginning in the mid-1970s, MEBA officers served
18 aboard a fleet of U.S. flag LNG tankers that pioneered the
19 safe and efficient transport of LNG.

20 Because of the outstanding education and training
21 provided by the Calhoun MEBA Engineering School, members of
22 our organization serve with distinction on many LNG vessels
23 and established an outstanding safety record.

24 To this day, the Calhoun School provides state of
25 the art LNG training, ensuring that our graduates are among

1 the best trained LNG officers in the world.

2 Currently, there are no U.S. flag LNG tankers, not
3 one. LNG ships, serving U.S. ports, are registered in a
4 wide variety of countries, many under what are commonly
5 referred to as flags of convenience. These flags of
6 convenience offer few requirements, of any kind, covering
7 the officers and crew, and whatever requirements that may be
8 are rarely enforced.

9 Liberian and Panamanian flags are the best known
10 flags of convenience that are regularly employed in the U.S.
11 LNG trade.

12 We consider the use of such flags, in regular LNG
13 service to the U.S., as a threat to security. It is well
14 understood in the maritime industry that these flags are no
15 more than business enterprises, intended to attract tax
16 revenues to these small, under-developed countries.

17 As you evaluate the merits of this new terminal,
18 we urge careful consideration of the human element and its
19 impact on safety and security.

20 Thank you very much.

21 MODERATOR MICHAELSON: Rick Winsman.

22 MR. WINSMAN: Good evening. First of all, I'd
23 like to thank you for this opportunity to speak.

24 My name is Rick Winsman, and I'm a past Chairman
25 of the Santa Clarita Valley Chamber of Commerce, and a

T004-11.1

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of American crews and U.S.-flagged vessels.

T004-12

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

T004-11.1

COMMENTER
T004-12

1 current Planning Commissioner for the City of Santa Clarita.

2 However, I'm here this evening in no official
3 capacity, representing either of these two entities, but
4 speaking only as a local business owner and current resident
5 with a little experience in local planning issues.

6 In reading over the draft Environmental Report, it
7 seems to me that the Cabrillo Port Project is an
8 environmentally responsible energy resource project that
9 will be of extreme importance to California in general, and
10 Southern California in particular.

11 California State Energy Commission has indicated
12 that despite the State's efficiency and renewable energy
13 goals, demand for clean, natural gas will continue to
14 outstrip current supplies.

15 If we plan on continuing the emphasis to conserve
16 energy and to displace dirtier fossil fuels, new, clean, and
17 safe sources of natural gas must be developed.

18 As our own area, here, continues to develop, our
19 ability to attract clean industry will depend on being able
20 to ensure adequate supplies of natural gas.

21 And add to that our city's own commitment to
22 alternative fueled vehicles and it becomes, really, a win-
23 win project for our valley.

24 This increased demand for natural gas must be met.
25 The question is how? Cabrillo Port is the right kind of

1 answer. This new, deepwater, offshore port facility will
2 receive liquid natural gas from tankers, store it, regasify
3 it, and then deliver it via subsea pipeline to the existing
4 natural gas pipeline network of the Southern California Gas
5 Company.

6 Most of the environmental impacts related to the
7 project can be mitigated to less than significant levels.
8 Most are associated with the construction phase, which is
9 temporary, and utilizes an existing utility easement for a
10 pipeline that's already in place here, in Santa Clarita.

11 The people and the businesses of California need
12 Cabrillo Port. It can be built while protecting the
13 environment, being sensitive to environmental issues, and it
14 can operate in a safe, efficient manner.

15 I would encourage you to approve this important
16 project and to move it along in an expedient fashion.

17 Thank you very much for the opportunity this
18 evening.

19 MODERATOR MICHAELSON: Thank you.

20 The next speaker is Carolyn Casavan.

21 MS. CASAVAN: My name's Carolyn Casavan, and I'm
22 here today representing VICA, the Valley Industry and
23 Commerce Association.

24 VICA represents over 300 businesses and 250,000
25 employees throughout the San Fernando Valley. VICA supports

T004-13

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| |
|----------------------|
| COMMENTER T004-13 |
|----------------------|

1 federal and State approvals for California LNG facilities,
2 such as Cabrillo Port, in order to ensure a safe, and
3 reliable, and long-term supply of natural gas to meet the
4 State's energy needs.

5 Natural gas is important to both the economy and
6 air quality in Southern California. The DEIS and the DEIR
7 for the Cabrillo Port facility includes a thorough analysis
8 of environmental and safety issues, and concludes that this
9 important project can be built while protecting the
10 environment.

11 This document addresses the important public
12 safety issues being raised with regard to LNG. It also
13 concluded that if a catastrophic event were to occur,
14 although unlikely, it would impact only a limited radius
15 around the facility and thus would not imperil coastal
16 residents or commerce.

17 The Environmental Report confirms that the long-
18 distance, offshore location provides for the all important
19 protection of public safety. It's location, outside of the
20 shipping lanes, ensures no interruption of shipping
21 commerce. It's location away from both marine migratory
22 patterns, and marine habitat, as well as its separation from
23 the Channel Island Marine Sanctuary, provide important
24 marine environmental protections.

25 Based on technology used by BHP Billiton, the

1 project sponsor, the DEIS/DEIR demonstrates that the
2 floating storage and regasification facility can safely
3 receive and store deliveries of LNG from tankers and can
4 safely convert the LNG into natural gas and deliver it, by
5 undersea pipeline, into the local gas utility system.

6 Clean burning natural gas has always been an
7 important part of California's energy mix to fuel industry
8 and commerce, to generate electricity, and to heat homes,
9 and cook food.

10 California's increased demand for natural gas is
11 also matched by the nation's increased demand for natural
12 gas. Over the next several years the U.S. and California
13 will need new supplies of natural gas, and the delivery of
14 LNG will become an important natural gas supply option.

15 We urge both the federal and State agencies to
16 move forward on BHP Billiton's proposed Cabrillo Port
17 project.

18 Thank you.

19 MODERATOR MICHAELSON: Thank you.

20 All right, I'm going to read ahead the next
21 several speakers, as well. After George Minter, we'll have
22 Bill Wittenberg, Cheyanne Cook, Duane Harte, Teresa
23 Savaikic, and Forest Williams.

24 George Minter. Mr. Minter, can I just ask, are
25 you speaking on behalf of the applicant?

1 MR. MINTER: No, I'm not.

2 MODERATOR MICHAELSON: Okay.

3 MR. MINTER: I'm speaking -- my name's George
4 Minter, Los Angeles, California, and I'm speaking on behalf
5 of Hunt Braly, a local attorney with the Hacker Braly firm,
6 and he asked me to read these into the record. He's located
7 here, in Valencia.

8 "As a member of the Santa Clarita
9 Chamber of Commerce and as a prominent
10 attorney here, in Santa Clarita, that's
11 been involved in balancing the growth of
12 the Santa Clarita Valley with the myriad
13 of environmental challenges, among them
14 air quality and land conservation, I'm
15 pleased to see the approach being taken
16 by both the federal and the State
17 agencies in the environmental review of
18 the Cabrillo Port project.

19 "I recognize that Cabrillo Port
20 will be located far offshore of the
21 Ventura County Coast, however, the
22 expansion of the natural gas pipeline
23 system required to accommodate the new
24 volumes in natural gas to be delivered
25 by Cabrillo Port will occur here, in

T004-14

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

COMMENTER
T004-14

1 Santa Clarita, as well as other
2 locations.

3 "It's appropriate the environmental
4 impact of the pipeline expansion be
5 addressed, because we're all going to
6 need to recognize that such expansion is
7 going to be necessary in order that the
8 entire Southern California Region,
9 including Santa Clarita, have access to
10 the additional supplies of much needed
11 natural gas.

12 "I'm pleased the environmental
13 impact report concludes that the
14 proposed project would not contribute
15 significantly to a cumulative adverse
16 effect on the region's environment.
17 Now, the Environmental Report also
18 identifies the relevant impacts of new
19 pipeline construction here, in Santa
20 Clarita, and the appropriate mitigation
21 measures. There do not appear to be any
22 issues that should cause concern here,
23 in Santa Clarita.

24 "Santa Clarita, like all of
25 Southern California, has benefitted from

1 the widespread use of natural gas.
2 Clean fuel powers our business, heats
3 our schools and homes, and is being used
4 to improve air quality in a number of
5 ways. Expanding our natural gas
6 pipeline system makes sense in order to
7 make more volumes of natural gas
8 available for its many uses.

9 "Additionally, we know natural gas
10 and the pipeline system that carries it
11 to be safe. It's been around and it's
12 been managed and operated carefully and
13 responsibly for over a hundred years.
14 And yet, when expansions are necessary,
15 it is important to consider minimizing
16 new impacts and conserving land.

17 "I'm pleased to see that the
18 pipeline route selected follows closely
19 the existing pipeline right of way. The
20 bottom line is that the recently
21 released draft environmental impact
22 report for the California Cabrillo Port
23 facility documents that this LNG
24 facility can deliver significant volumes
25 of natural gas into Southern California

1 to meet future demand, and so without
2 significantly impacting the region's
3 environment.

4 "Further, it documents that the
5 onshore pipeline expansion is necessary
6 to accommodate the new supply of gas
7 that will come from the port here, in
8 Santa Clarita and elsewhere, can be
9 undertaken and the impacts can be
10 managed. It's time to move this
11 important natural gas supply project
12 forward. Thank you for your
13 consideration, Hunt Braly."

14 MODERATOR MICHAELSON: Okay.

15 MR. MINTER: And I'll file this for the record,
16 thank you.

17 MODERATOR MICHAELSON: Thank you.

18 The next speaker is Bill Wittenberg.

19 MR. WITTENBERG: Good evening. My name is
20 Bill Wittenberg, I'm a resident of Santa Clarita Valley.

21 I'm not really very familiar with the port side of the
22 issues that you're dealing with in the environmental parts,
23 I just am concerned about the parts that are going to be
24 coming into the Valley here, of Santa Clarita.

25 My concerns are that in the EIR/EIS, that we're

| |
|----------------------|
| COMMENTER T004-15 |
|----------------------|

1 not dealing with the forest and fire protection agencies.
2 They're going to have to be the agency that's going to be
3 trained, our fire department, in dealing with potential
4 issues that could happen with the structure, or the
5 pipelines that are located out in this area.

6 If I'm not mistaken, I think public infrastructure
7 items are covered by the California Highway Patrol for
8 public safety. I'm disappointed that you guys are not
9 reviewing anything with the Highway Patrol for these issues,
10 because they will be the ones that will be responsible in
11 this community for dealing with the public, infrastructure
12 safety, and the protection of those pipelines that go
13 through this Valley right now. It's not our sheriff's
14 department or anything of that nature.

15 I would like to say, for some of the speakers
16 before me, that it concerns me that we do have properly
17 trained maritime people on these vessels. I do like the
18 idea of having an American flag on the back of any of these
19 vessels that are coming into our ports, because it does
20 happen to make the connection a lot closer for issues that
21 need to be dealt with, especially from the Coast Guard,
22 which will be the lead agency on this matter.

23 The need to have total control and have them
24 understand that they work for us, and they work for you
25 guys, and that they're a guest of our area, and they need to

T004-15.1

T004-15.1

Sections 4.2.4 and 4.16.1.2 describe Federal and state agency jurisdiction and cooperation for emergency planning and response capabilities, respectively, in the Project area.

T004-15.2

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of American crews and U.S.-flagged vessels.

T004-15.2

1 treat us with the proper respect.

2 The Coast Guard needs to, at this time, in the
3 negotiation part, ask for everything that it can. And if it
4 can't ask for more, go back and ask for another one more
5 time, and try it one more time again, because this is the
6 time that you're going to get everything that you need, at
7 the table here. Anything that you don't get here, don't cry
8 to us. I mean, we'll be disappointed that you didn't do it
9 when we came to you.

10 Some of the other issues, the growing concern for
11 natural gas and other resources for the community. Sadly
12 enough, I'm in the packaging industry, we have no new
13 manufacturing coming to the State of California. There's no
14 big growth for industry that's going to use this demand,
15 it's all going to be just to support the housing. And if
16 it's not the housing in Southern California, it's just going
17 to go out to another area.

18 I notice that there was a number of different
19 ports that you guys were choosing from. I did notice,
20 without having total time to review this, but some of the
21 markers or the milestone markers on, let's see, figure 4.11-
22 1, there's marker 15, 16, and 17 that happen to be under a
23 10 to 12 percent grade slope within a small area there, and
24 I'm wondering if we're having to be sticking markers right
25 on top of peaks. If you haven't figured it out, we're in

T004-15.3

Figure 4.11-1 has been revised. As stated in Section 4.11.1, "The pipeline route has been planned to follow the more gentle slopes along ridges between steeper canyons. The ridge slope along the proposed route ranges from about 2.5 to 6 degrees. The side slopes into the valleys on either side of the proposed pipeline route are noticeably steeper. Adjacent to the ridge slope, the side slopes of the valleys are about 15 to 20 degrees (see Figure 4.11-1)." Impact GEO-5 in Section 4.11.4 contains information on potential impacts due to landslides, mudflow, lateral spreading, subsidence, liquefaction, or collapse as a result of locating the Project on a geologic unit or soil that is unstable, and mitigation measures to address potential impacts.

T004-15.3